

Amendments to the Specification:

Please replace the paragraph beginning at page 2, line 24 with the following amended paragraph:

Referring to FIG. 1, a travel planning system 10 is shown. The travel planning system 10 can be used with various forms of travel such as airline, bus and railroad and is particularly adapted for air travel. Travel system 10 can include[s] a server computer 12 having a computer memory or storage media 14 storing a server process 15. The server process 15 can include a scheduler process 16 and a faring process 18. An example of a scheduler process 16 is described in copending U.S. Patent Application Serial No. 09/109,622, entitled "Scheduler System for Travel Planning Systems", filed on July 2, 1998 by Carl G. DeMarcken et al. and assigned to the assignee of the present invention and incorporated herein by reference. Also an example of a faring process 18 is described in copending U.S. Patent Application Serial No. 09/109,873, entitled "Graphical User Interface for Travel Planning System", filed on July 2, 1998 by Carl G. DeMarcken et al and also assigned to the assignee of the present invention and incorporated herein by reference. As described in the incorporated references, the system 10 can include databases 20a-20b and these databases 20a-20b are typically stored locally and updated periodically by accessing remote resources 21a, 21b that maintain the respective databases. The system 10 can also include a plurality of clients 30a-30c coupled to the server 12 via a network 22. The network 22 can be any local or wide area network or an arrangement such as the Internet. Other travel planning systems such as those on the Internet can also be used.

Please replace the paragraph beginning at page 3, line 28 with the following amended paragraph:

The web page 50 includes a query table 52 which is a tab table 54 here comprised of three tabbed regions 54a-54c. The first tab is labeled one-way, the second tab round trip 54b and the third tab multi-segment 54c. The multi-segment tab is shown and is substantially the same as the other tabs except that the multi-segment tab allows the user to enter data for multiple

segments of a flight by allowing the user to construct a new query segment region. For example, as shown in FIG. 2, the table includes a region 56a for entering flight information for a first segment of a flight. The information includes an origin to a destination and information concerning dates and time of travel. The query also allows the user to specify some potential cost saving feature by allowing the user to cause the server to look for other airports within 50 miles of a designated airport and include such other airports in answers for the segment. It also allows a user to specify a travel window. The table 54 also includes a second region segment 56b ~~having regions~~ for entering similar information for a second segment and includes controls 62a and 62b for either removing a segment from the query or adding a segment to the query, thus allowing a user to provide a complex arrangement of segments corresponding to multi-segmented flights.

Please replace the paragraph beginning at page 4, line 32 with the following rewritten paragraph:

As shown in FIG. 3, with the airline tab 74a selected, the summary information in the table is arranged in rows and columns with [here] each of the airlines arranged in columns of the table as links and each of the rows of the table [74] 72 arranging specified travel options such as nonstop flights or one-stop flights, as links. Interior cells within the table [74] 72 are links which correspond to prices for each of the airlines with respect to each of the travel options. The table displays a set of air travel options according to specified criteria, e.g., the airlines used in one or more of the travel options (displayed from left to right at the top of the table), and the number of stops or connections in the set of travel options. Here, the travel options represented by a given table cell are those options which use the airline in the same column as that cell, and that have the same number of stops as the "number of stops" header in the same row as that cell. A third [criteria] criterion, price (i.e. price of an airline ticket), is displayed in each cell of the table; this price is the minimum price for any of the travel options that are represented by a given cell. Selecting a cell (by clicking on a URL in this case) displays, in the lower pane, a listing of the travel options for that particular cell. Each travel option contains a 'details' URL link in the row

of information devoted to that travel option; clicking on that link takes the traveler to yet a third level of information, a detailed description of that travel option as shown in FIGS. 4 and 5.

Please replace the paragraph beginning at page 6, line 13 with the following rewritten paragraph:

If the travel system operates on a pricing graph, the links are hyperlinks to an enumeration algorithm such as described in the copending application which can sort through a pricing graph, as described in the above application, and return a set of travel options which correspond to the intersection of here the airline represented in the column and the travel option represented in the selected row. Otherwise the links activate routines to sort through a list of travel options.

Please replace the paragraph beginning at page 7, line 1 with the following rewritten paragraph:

Returning to FIG. 3, the table [74] 72 allows the display of summary information in different manners depending on which tab is selected.

Please replace the paragraph beginning at page 7, line 4 with the following rewritten paragraph:

As shown in FIG. 4, when the flight time tab 74b is selected, the table [74] 72 is arranged to show departure times between the origin and the destination over ranges of times for the potential days of travel in the outbound portion of the trip in rows of the table, as well as departure time for the return portion of the trip in columns of the table [74] 72 over time ranges in the potential return days. Thus, selecting one of the outer peripheral cells of the table will bring up all flight options on a designated day in the designated time area; whereas selecting an interior [one of the] cell[s] will produce the intersection of options for a time segment on the selected outbound date and the time segment of the selected return date. The table 72 also

depicts the starting or lowest fares for each one of the different time segments allowing a user to decide the most appropriate time to travel giving considerations such as cost and convenience.

Please replace the paragraph beginning at page 7, line 23 with the following rewritten paragraph:

The summary table [74] 72 segments or compartmentalizes travel options into bins, according to criteria that the user might use to select a specific travel option. Each dimension of the table has a travel [criteria] criterion associated with it (for example, a two-dimensional table would have a criterion along the horizontal rows of the table, and a criterion along the vertical columns of the table). In addition, another, different [criteria] criterion is represented in the cells of the table. The process for producing a[n] summary table, given a set of travel options and a set of criteria, is given below. For example, other criteria could be used within the interior cells or at the edges of the table.